

Connections

November 2010

Bond Bridge Dedication Project is Six Months Ahead of Schedule

by Jennifer Benefield

Under a bright blue sky and canopy of gleaming white cables radiating from the new, Christopher S. Bond Bridge, U.S. Sen. Kit Bond and MoDOT Interim Director Kevin Keith announced Sept. 27 that all Interstate 29/35 lanes and ramps on the kcICON Project will be open by the end of the year – six months ahead of schedule.

Thanking the nearly 700 dedication event attendees, Keith said MoDOT’s design-build method of project delivery is a great way to accelerate large construction projects. “Our fixed-cost, best-value approach gives taxpayers the biggest bang for their buck while maximizing the innovation and creativity of the private sector.”

Prior to kicking off Kansas City’s largest “deck party,” Bond took a 316-foot basket ride to the top of the landmark structure with Missouri Highways and Transportation Chairman Rudy Farber, Bill Clarkson, Jr. of Clarkson Construction Company and Henry Massman of Massman Construction Co. All signed their names on the center pylon.

“This is magnificent,” said Bond. “The speed (of the project) is truly remarkable. We congratulate MoDOT, the contractor, the designers and everybody who made this come together and the community support of it...a perfect operation and a fitting celebration of the great work by everyone involved.”

The bridge was opened to its first lane of

northbound traffic a few hours following the ribbon-cutting ceremony.

The contractor, Paseo Corridor Constructors, will complete cross street work, incidental construction and the removal of the existing Paseo Bridge in 2011. Additional information is available on the project’s website, www.kcicon.com, or by searching “kcICON Project” on facebook.



Cathy Morrison



An aerial shot shows the landmark, cable-stay Christopher S. Bond Bridge.

The bridge opened to its first lane of northbound traffic a few hours following the ribbon-cutting ceremony on Sept. 27.

Tackling Winter Storms

by Sandra Hentges

At MoDOT when the nights get cool and the days grow shorter, we turn to thoughts of snow plows, salt and frosty bridges. As sure as the falling leaves, when temperatures take that first dip to the freezing point, we are ready for winter. We have plenty of salt and beet juice and our plows and crews are prepared for the first storm.

“This snow season, winter operations will run like a well-oiled machine,” said Don Hillis, director of System Management, “Crews will prepare for each storm with a specific plan based on the type of storm. We will focus on keeping Missouri’s roads safe and passable.”

Efficient winter operations is a key component of MoDOT’s five-year direction, which includes honoring our commitments, keeping major roads in good condition, improving minor roads, holding our own on state bridges and providing outstanding customer service.

We’ll prioritize our attack on winter storms by hitting the highest traveled major roads and regionally important roads first until they are mostly clear. On all the remaining minor roads across every district from one corner of the state to the other we will plow the roads to be safe and passable focusing on hills, curves and intersections.

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MoDOT's Five-Year Direction

- Honor our commitments
- Keep major roads in good condition
- Improve minor roads
- Hold our own on state bridges
- Provide outstanding customer service

The Traveler Information Map has been improved to better serve our customers. Not only has a feature been added to provide weather radar imagery so viewers can see what is happening and what is coming their way, but we have also added a new



Shaun Schmitz

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Tackling Winter Storms

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category to the winter road conditions. Starting Nov. 1, the map will include options for: Closed, Covered, Partly Covered, Mostly Clear and Clear.

The department has also developed a rating system for storms to help plan how we tackle each one.

Type 1 – More than 12 inches of snow in 24 hours or more than ¾ inch of ice
Type 2 – 6 to 12 inches of snow in 24 hours or ½ to ¾ inch of ice

Type 3 – 1 inch to 6 inches of snow/frozen precipitation in 24 hours OR a trace to ½ inch of ice

Type 4 – Dusting to 1 inch of snow, sleet or other frozen participation
Type 5 – Frost, flurries, freezing fog, blowing snow and refreeze.

To keep our winter operations efficient we will be using plows that can cover more road in a single pass like TowPlows, wing plows and 14-foot plows. We'll use quality equipment and coordinate repairs at buildings that are staffed with two technicians for better response time.

To treat roads, beet juice will be blended with salt brine because it is more effective for pre-treating and ice melting in colder temperatures. The crews dispensing the materials will be highly trained and skilled at their task to use just enough to be effective. Using too much can do more damage than good because it opens up the surface of the pavement, allowing moisture which causes it to break down sooner.

Our communication on weather information will include the latest weather technology and temperature sensors. We'll use district and statewide conference calls to stay in contact with each other on storm status and our progress toward dealing with each event. We'll deploy trucks in teams, and flex our hours to keep personnel costs at a minimum.

“We'll keep a close eye on our response on every storm, the resources we use and how we can improve,” said Hillis. “A ton of salt costs about the same as a ton of asphalt. The more efficiently

we can keep our roads safe and passable this winter will mean the more resurfacing we can do to maintain our pavements next summer. We will do our best because we can be sure Missouri motorists have come to expect that from us.”

Visit the Winter Operations page on the intranet at [wwwi](#) to find a YouTube video on winter operations, the new winter operations manual, frequently asked questions and other materials.

Farm to Field ... Be Sure to Yield

MoDOT, MDA Caution Farmers to Practice Safety at Farm-Rail Crossings

With harvest in full swing, MoDOT and the Missouri Department of Agriculture are reminding farmers to pay extra attention where field and farm access roads cross railroad tracks, and to be especially cautious at private access farm-rail crossings that are not equipped with warning signs, lights, bells or gates.

Missouri has the 10th largest railroad system in the nation with more than 4,000 total miles of mainline track and

approximately 6,600 public and private crossings. Many of those crossings are used by farmers and their employees.

“Tractors, trucks and other farm equipment are noisy and slow moving,” said MoDOT Rail Administrator Rod Massman. “When you approach a railroad crossing, don't take a chance. Slow down, be prepared to stop and always look, listen and live.”

A Helping Hand

MoDOT's Library May Be the Resource You Need

When you need an important MoDOT document from years ago, do you know where to find it? If you need to be put in touch with a hard-to-find MoDOT file, who are you going to call? Librarian A.J. Million should be your first choice.

Million has been working with MoDOT Library Services for the past two years, and has seen many changes to MoDOT's collection of information. He works each day to streamline information to all employees and make their jobs a little easier.

“MoDOT's library is open to all employees, and we will work with you to find whatever you need,” said Million.

A little history

In 2002, administrators with the then Research, Development and Technology division realized there was a great deal of resource duplication going on at MoDOT. Most divisions had their own library and it was difficult to figure out

what was available and where. To reach a solution, RDT set up an agreement with the University of Missouri to catalog everything in a single database.

When the Organizational Results division was established in 2005, a full-time librarian was hired and the physical collection was moved to the Secretary of State's office. This integrated everything into the statewide MOBIUS consortium and allowed MoDOT employees to borrow from any other library in the state.

Not long after, the library joined the Midwest Transportation Knowledge Network, which partnered employees from all of the DOT's in AASHTO Region 3. Membership allowed the borrowing of material from every one of these other states. In 2007, the library joined a Federal Highway Administration pooled fund and helped to expand this network nationally by building

shared research tools. While the pooled fund ends this year, MoDOT will take over as the lead state for continued efforts.

What does this mean for you?

As a MoDOT employee, you have transportation resources available to you from around the nation, and a librarian to help you put these resources at your fingertips. If there is research you need, specifications or standards you need to find, the library can help.

As part of Organizational Results, Million helps the analysts that support all of MoDOT's divisions with research, process improvements and the Tracker. He conducts or guides literature searches for all staff and can pull together sets of research completed in other states.

One of the key strengths of the library is sharing published information among staff and helping them get it quickly.

“The library is there as a strong re-

source for all employees and can save your division time and money,” said Million. He points to a recent consulting firm study that found government research libraries average a 12:1 return on investment through defrayed costs, saved time and collective purchasing.

You can check out everything the library has to offer at <http://www.sos.mo.gov/library/reference/modot.asp>.



A. J. Million

Cathy Morrison

Distinguished Engineers

On Oct. 8, Director of Program Delivery Dave Nichols, New Mississippi River Bridge Project Director Greg Horn and Federal Highway Administration Division Administrator Kevin Ward were inducted into the MU Academy of Distinguished Engineers. The induction honors some of the most successful of the Civil Engineering Alumni of the University of Missouri.

The Academy honors outstanding graduates and distinguished friends of the University of Missouri Department of Civil and Environmental Engineering.



Kevin Ward, Greg Horn and Dave Nichols were inducted in the MU Academy of Distinguished Engineers on Oct. 8.

Election to the group recognizes outstanding achievement, excellence and leadership in engineering and civic affairs.

“I'm very honored to be considered part of this group and to work with civil engineering alumni to mentor and motivate young civil engineering students,” said Nichols.

Other MoDOT members of the Academy include Interim Director Kevin Keith and St. Louis District Engineer Ed Hassinger.

Goals of the Academy include:

- To motivate civil engineering students by providing examples of outstanding civil engineering graduates;
- to be partners in the education of University of Missouri students;
- to help the University of Missouri achieve national prominence in civil engineering education.

For Your Benefit

Flex Your Dollars

by Kristi Jamison

It's that time of year again to take a look at how pre-tax benefits through the Missouri State Employee's Cafeteria Plan may benefit you. Senior Transportation Planner Bill Robinett is one MoDOT employee that does.

"I appreciate being able to use pre-tax dollars to pay for the medical expenses and co-pays that aren't covered by our insurance plan," Robinett said. "Now that the kids are grown, the cafeteria plan does help reduce our tax liability. Plus, the medical reimbursement program helps my wife and I recover some of the cost of her drugs."

The annual open enrollment for the MOCafe program runs from Oct. 1 through Dec. 1, 2010. Participating employees save 25 percent or more on qualified expenses by allowing users to set aside tax-free money to pay for health, dental and vision premiums and eligible out-of-pocket expenses for health care and/or dependent care.

There are also a few changes to consider this year. Effective Jan. 1, 2011, you can no longer submit claims for eligible over-the-counter medicines without a prescription. Purchases of equipment,

supplies, and diagnostic devices such as bandages, hearing aid batteries, blood sugar test kits, etc. are expected to remain eligible for reimbursement without a prescription.

On a more positive note, you now have the option of submitting claim forms online at www.mocafe.com, which makes the process even easier and may speed up your reimbursement.

If you decide to enroll in the program, Robinett offers some sage advice, "Be sure to carefully plan the amount you set aside in the program so you don't end up losing some of your money at the end of the year."

A 'use it or lose it' principal applies to the program, so it's important to carefully estimate your family's annual out-of-pocket health care or day care expenses upfront. ASIFlex provides an online calculator to help you estimate your FSA tax savings.

If you have questions about the Missouri Cafeteria Plan, contact ASIFlex toll free at 1-800-659-3035, by email at asi@asiflex.com or on the Internet at www.mocafe.com.

Give the Gift of a Safe Lift this Holiday Season

Designated Driver Gift Cards Available at saveMOLives.com

by Reeve White

The days between Thanksgiving and Christmas are usually filled with lots of holiday travel and cheer. Unfortunately, it can also be a very dangerous time on Missouri roads. In 2009, between the two holidays, 88 people died in traffic crashes (21 were alcohol related) in Missouri and 4,650 were injured (with 343 related to alcohol).

The Missouri Coalition for Roadway Safety reminds all motorists that if you drink and drive this holiday season ... you lose. The coalition is using advertising

messages to urge drivers not to drink, or to call a cab or designate a driver from Nov. 22 through Dec. 19. As always, law enforcement officers will be on the lookout for anyone driving impaired.

Designated driver gift cards can be sent electronically at saveMOLives.com. Designated driver gift card-givers merily offer to be a sober chauffeur to the recipient. When sent online, recipients are asked to return the favor.

Make sure your friends and loved ones Arrive Alive this holiday season. Give the gift of a safe lift. To send a Designated Driver Gift Card, visit saveMOLives.com.



A Nostalgic Ride on the Rails

by Kristi Jamison

I haven't ridden on a train in a very long time, but on Oct. 7 I had the opportunity to board the Columbine car, one of several Union Pacific heritage series cars being pulled by the Challenger 3985 – a 1940s-era steam engine. It is one of only two steam engines of its kind that still runs today.

Soon we were departing for Washington, Mo. I was awed by the site of the fog still rolling off the Missouri River as we pulled away from Jefferson City. The thick, billowing steam from the engine continuously rolled over the top of the train, helping block the bright glare of the sun on this crisp fall morning. The sway on the tracks and the clacking of the car connectors wasn't enough to distract from the beautiful view of bluffs and trees now beginning to sport their fall colors.

Not too long into the journey, we passed over the Osage River. This is where a second train bridge will soon be built with American Recovery and Reinvestment Act funds awarded to MoDOT. This project will help eliminate another bottleneck that impacts the speed and velocity of today's modern trains.



The Union Pacific Challenger 3985, a 1940s-era steam engine, crosses the Moreau River.

Later, we passed over the Gasconade River where UP eliminated a bottleneck two years ago by completing a second track over the Gasconade River. Then just before we got to Washington, the train correctly stopped to let the westbound Amtrak train go by.

Throughout the journey, we must have been quite a sight to see for the many people who were stopped at crossings along the way and in the quaint towns nestled by the tracks.

Although the Challenger left us behind there to travel on to Illinois, it returned to Missouri Oct. 9 as a part of Sedalia's

sesquicentennial celebration. What a fitting tribute to a city that was shaped by railroad history. What a great way to see Missouri!

MoDOT Sweeping Up Dirt and Turning It Into Clean Cash

by Melissa Black

Employees in District 6 are not only sweeping up debris on St. Louis area streets and making them safer for motorists, but now they’re helping the environment and saving the department tons of clean cash. Thanks to a dedicated sweeping crew and a new mobile screening unit, MoDOT has the potential to substantially reduce what goes in our urban landfills, while at the same time producing usable fill and saving taxpayers thousands of dollars.

Trash and debris that accumulate on roads is not only an eyesore, but can be unsafe for motorists. Larger trash like car pieces can be a hurdle for vehicles to drive around or over, and smaller debris can clog drainage holes and create slick spots. That’s why MoDOT crews have been sweeping some of its streets for many years. Most of what was swept up was sent to the landfill,

costing taxpayers thousands. Thanks to some changes in St. Louis operations, things have been changing for the better.

“We found almost everything we sweep off the roadway can be recycled either into usable fill for projects or just for cash,” said Becky Allmeroth, District 6 maintenance engineer. “We’re not only saving valuable resources and money, but we’re helping the environment and making the most of what we have at the same time.”

In March, crews started using a new mobile screening unit to screen the street sweepings, producing a clean usable fill and reducing landfill debris and disposal costs. One cubic yard of sweepings weighs over one ton and thousands of cubic yards of sweepings are sent to landfills each year. Area landfill companies charge up to \$45



a ton to dispose of sweeping debris. MoDOT worked with the Department of Natural Resources to approve the usable fill.

Previously, employees had to take any trash to a permanent unit at one building, but with the newer mobile one, it can travel from building to building, working 40 hours a week screening the sweepings quicker and easier. Debris collected from the roadway is emptied from the sweeper, then screened by the mobile unit and the remaining material consists of dirt, gravel and grit for usable fill. This combination is saving the department hundreds of thousands of dollars a year in landfill costs alone in the St. Louis area.

“Originally we thought we would just pull the metal out and recycle it and make some money,” said Maintenance Superintendent Owen Hasson. “We had no idea we had this clean fill we could use, but now we found something unique to do with our premium street sweepings. Now up to 90 percent of what MoDOT sweeps up can be

recycled and used back on various road operations, instead of going to the landfill.”

So far this year, night sweeping crews have picked up 2,224 cubic yards of road debris. To haul this debris straight to the landfill would have cost more than \$131,000. By filtering out the sweeping debris and reusing the cleaned sweepings, the disposal cost is reduced to under \$20,000. Night crews represent only a fraction of the debris swept up in the St. Louis area. During the day, routine maintenance crews sweep up debris from the other major roads in the area and dump that debris at their buildings to be screened by the mobile screening unit.

“This is a fantastic opportunity to not only recycle this sweeping byproduct as a green initiative, it also will save money on our landfill disposal costs and save on other material costs,” Allmeroth said. “We don’t even know yet how much impact this could have, but hopefully it’s something we can use statewide and potentially even promote to other states.”



November Service Anniversaries

35 Years			
Barry M. Bergman	D6	Matthew Golian	D3
		Richard W. Sanders	D3
25 Years			
Drake D. Tarpley	D1	Ronald H. Rothove	D5
Robert W. Stone	D1	Michael R. Kempker	D5
Edward A. Montgomery	D1	Donald E. Maxwell	D6
Mark E. Giessinger	D3	Gary M. Ragan	D7
Rodney L. Osbourne	D3	Kevin W. Hageman	D8
Robert N. Davidson	D3	Dennis S. Austin	D8
Dianna L. Johnson	D5	Brian L. McMillian	D9
Donald E. Duclos	D6	Steven D. Mayberry	D9
Joseph H. Wilde	D6	Chris E. Berry	D9
Daryl L. Swindle	D6	Randall D. Lea	D9
Ronald W. Blakley	D7	Stanley S. Snider	D10
Mike G. Metcalf	D8	Connie P. Robinson	D10
Curtis W. Richter	D9	Mary B. Miller	CO
Ronald Ballew	D10		
20 Years			
Joseph T. Cooper	D1	10 Years	
Beth A. Page	D3	John C. Shrewsbury	D1
Sherita C. White	D4	Kevin D. Johnson	D1
Kent Howard	D5	Marisa L. Ellison	D3
Jon P. Miller	D5	Teresa G. Martin	D4
Richard W. Barnes	D7	Bradley W. Kelley	D4
Deryle G. Potter	D8	Jason T. Nilges	D5
Jesse L. Earls	D9	Troy A. Minnick	D5
Paul J. Bollinger	D9	Stanley H. Williams	D6
Philip E. Morgan	CO	Gail J. Cutts	D6
Stephanie L. Green	CO	Jerry A. Lewis	D6
Diane M. Haslag	CO	Donald W. Harmon	D6
Mary L. Kladiva	CO	William F. Bernsen	D6
		Randy W. Dornier	D6
15 Years			
Robert E. Lockard	D2	Randall K. Coffey	D7
Ellen Gehringer	D2	Jeffery A. Keeven	D9
		Jeffrey W. Allen	D9
		Charles R. Robinson	CO

Gari L. Luttrell	CO
John D. Hayden	CO
Carissa N. Hutson	CO
Tina R. Thurman	CO
Bridget D. Althoff	CO
5 Years	
David C. Dwyer	D1
Mike L. Cline	D1
Christopher L. Smith	D1
Brian K. Iles	D4
Michael R. Atteberry	D4
Fred E. Scott	D4
Russell D. Rentel	D5
Allen J. Wilson	D5
Glenn L. Copeland	D6
Todd A. Dettling	D6
Douglas C. Martin	D7
Bruce W. Farris	D7
Aaron J. Howard	D9

Troy A. Gilley	D9
Jason E. McKee	D10
Donald L. Terbrak	D10
Travis S. Stump	CO
Rose A. Cooper	CO
Ashley L. Halford	CO
Tommy D. Caudle	CO

September Retirements

Name	Location	Years of Service
Richard Baker	D1	32
Keith Hoover	D1	31
Kathy Hutchinson	D2	16
Emma Lumley	D3	18
Joseph Ferrante	D3	22
Kim Branson	D4	40
Jimmie Rader	D4	11
Paul Jungmeyer	D5	52
David Johns	D5	25
Sherwin McKinney	D5	32
Larry Wilbanks	D5	26
Carol Pleus	D5	40
Cassandra Taylor	D6	7
Phillip Thieman	D7	31
Michael Dunseith	D7	34
Sammy Lee	D8	27
Joe Housewright	D9	28
Timothy Redmond	CO	25
Richard Finley	CO	27
Gerhard Robbins	CO	28
Mary Diemler	CO	34

In Memoriam

Active		
Michael “Mike” P. Colombo	D6	Sep. 6
Retirees		
Dorothy M. Prenger	CO	Sep. 1
Henry Jameson	D4	Sep.6
Raymond L. Bell	D5	Sep. 13
Marvin D. Kronour	D3	Sep. 14
Donald W. Baldwin	D4	Sep. 18
John W. Harty	D10	Sep. 21
Bobby “Bob” L. Crawford	D5	Sept. 24
Dorothy J. Meckfessel	CO	Sep. 28



MoDOT's Communications Efforts Awarded

Peck Receives Special Recognition Award

by Sally Oxenhandler

MoDOT took home four awards from AASHTO's National Transportation Public Affairs Workshop held Sept. 15-18 in Boise, Idaho. The contest is considered the premier communications competition in the transportation industry, and the awards have become a standard of public relations excellence among state departments of transportation.

Video ads promoting the Get Your Buckle On seatbelt dance contest won in the print or electronic advertising



category. The ads were developed as part of a broader educational campaign that encouraged young people to visit getyourbuckleon.com and submit a seatbelt dance reminding teens to click it. The Get Your Buckle On ads were inserted into online video games popular among teens.

The Route 66 displays that grace the welcome centers on either side of Interstate 44 near Conway won the best display award. MoDOT's Historic Preservation and Multimedia Services groups created 22 display panels for the welcome centers that depict Route 66 and its impact on transportation and tourism in the Show Me State.

Taking home first place in the internal video contest was MoDOT's monthly video program, Missouri Miles. The 15-minute broadcast provides information about the biggest transportation projects, announcements and updates that occurred in the previous month.

The icing on the cake was a special recognition award for Community Re-



Route 66 displays



lations Director Shane Peck. Shane was recognized for his extensive contributions to NTPAW, including stepping

in at the last minute to host the 2009 conference in St. Louis.

MoDOT Considered a Leader in Social Media

One of the presenters at NTPAW was Jim Ylisela, president of Duff Media Partners. He spoke about the need for a communications plan to be applied to social media and how social media is growing in state government.

Ylisela used Missouri as an example that other states should follow, saying he was impressed with the range of social media tools offered throughout the state

and how far MoDOT has come in a short time.

Ylisela pointed out that all of the social media tools MoDOT has focused on, including YouTube, Facebook and Twitter, help to improve our traditional communication, using one to drive the other.

Learn more about MoDOT's social media tools at www.modot.org/emodot.



Building Unity Through Diversity

About 150 employees participated in a regional diversity conference in Jefferson City on Sept. 29, sponsored

by the Equal Opportunity and Diversity Division. Attendees from Central Office, District 5 and District 2 had



Jackie Kampeter

Data Mart Administrator John Harding and Senior Printing Technician Loran Walton get a taste of what it's like to have a disability when trying to perform basic tasks without using their dominant hand.

for more info

Connections Editor
Phone
E-mail

105 W. Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102

Laura Holloway
573.751.5985
laura.holloway@modot.mo.gov

the opportunity to hear speakers on a variety of topics, including cultural competency, bridging the generational gap and accommodations for those with disabilities.

"The conference educates our workforce about diversity and raises employee awareness that diversity enriches us all," said Equal Opportunity and Diversity Division Director Rudy Nickens.

Yvonne Tisdell, corporate vice president of human resources and system diversity for SSM Health Care, opened the conference, speaking on "Diversity - Our Journey."

A popular session was about bridging the generational gap. Attendees learned the characteristics that define a generation and how to work successfully alongside those from different generations.

Another session focused on accommodating those with disabilities. Participants were invited to have their dominant hand tied with string, in order to feel how difficult it is to perform basic tasks without the use of that hand. They tried to take notes with their other hand, and it provided a chance to think about what it's like to live with a disability.



Jackie Kampeter

Jerome Anderson, chief executive officer for Anderson Organizational and Management Consulting Firm, LLC, spoke about Cultural Competency 101.

The conference wrapped up with a presentation from Sharon Harvey Davis, who reviewed the key points of the day and spoke about the road to inclusion.

D1

Northwest

Events of Last Month

by M. Elaine Justus



M. Elaine Justus

Interim Director Kevin Keith arrived in the Northwest District on Sept. 28.

MoDOT's new Five-Year Direction was the primary topic when Interim Director Kevin Keith came to the Northwest District. Kevin took the time to come and talk person-to-person about everything from "Honoring our Commitments" to "Practical Operations."



M. Elaine Justus

District Maintenance and Traffic Engineer Koelle Barbour was interviewed by KQTV during our Winter Skills Assessment event.

Winter Skills Assessment took place Sept. 14-16 this year. Not only did we have the luck of good weather (for the most part), we also attracted very positive attention from every media outlet in St. Joseph.



Holly L. Murphy

Several departments joined forces to clean up our Adopt-A-Highway section in September.

We take the challenge of Adopt-A-Highway very seriously in the Northwest District. The district office has joined forces to see that the section in

front of our building is cleared of trash on a regular basis.



M. Elaine Justus

On behalf of the Northwest Blueprint Coalition, Assistant DE Tony McGaughy presented three radar guns to Deputy Amy Hanig of the Andrew County Sheriff's Dept.

The enforcement subcommittee of the Northwest Blueprint Coalition has been very busy this year. Under the direction of Lt. Jim McDonald of Troop H Highway Patrol, they have been able to provide much needed radar guns to three law enforcement agencies in our area. Deputy Amy Hanig of the Andrew County Sheriff's Dept., Sheriff Ben Becerra of the Daviess County Sheriff's Dept. and Major John Farmer of the Clinton County Sheriff's Dept. were



Assistant District Engineer Tony McGaughy experienced a little "cross training" when he joined our Traffic Shop for a day to place 3M tape for striping.



Area Engineer Marty Liles represented MoDOT at the groundbreaking ceremonies held Sept. 19 for the new Rulo Bridge across the Missouri River. The Nebraska Department of Roads will be the lead agency.

all present at the meeting held Oct. 6 to accept their guns. The Blueprint Coalition has been a valuable resource to several agencies in Northwest Missouri who have been experiencing funding shortfalls.

The Tri-State Corridor Alliance hosted the official groundbreaking ceremony for the new Missouri River Bridge on U.S. 159 planned at Rulo, Neb. The festivities were held Sept. 19. The location was actually in Nebraska, very near the site where the new bridge will be built. Plans are to build the new bridge parallel to the existing structure, similar to how both the kcICON bridge, and the Amelia Earhart Memorial Bridge are being constructed. The keynote speaker at the event was Nebraska Gov. Dave Heineman. Attending on behalf of MoDOT was Area Engineer Marty Liles. Even though the Nebraska Department of Roads is the lead agency on the project, the Tri-State Corridor Alliance feels their letter writing effort accelerated the project.

The contract for the new Rulo Bridge has been awarded to Commercial Construction, Inc. of Lincoln, Neb., for \$4,693,560. It includes the bridge, culvert, concrete paving, and seeding. The bridge is expected to be completed in 2012. Once it is opened, the original bridge, built as a WPA project in 1939, will be demolished. It is best remembered as the featured bridge in the 1973 Peter Bogdanovich movie *Paper Moon* which starred Ryan O'Neill and his daughter, Tatum. For her performance, she became the youngest person ever to win an Academy Award.



Jon Morrow

Construction on the new Amelia Earhart Memorial Bridge is making great progress. Daily photos of the work are available on the Northwest District web page.

The View From the Road

by Julie Blane



Julie Blane

Unidentified flying objects have been reported recently near Route 46.

For the last three summers, residents of Maryville have been seeing parrots roosting in the trees near Route 46. They're Quaker Parrots. Natives of South America, they are medium-sized birds that normally range from Brazil to Argentina. No one knows how they

got here, but they're friendly little guys and will even eat cashews from your hand. A local bird lover takes them in every winter and lets them loose the next spring. They are very social and like a lot of attention, which doesn't seem to be a problem.

for more info

Community Relations Manager
Phone
E-mail

Elaine Justus
816.387.2353
margaret.justus@modot.mo.gov

3602 N. Belt Highway
St. Joseph, MO 64506-1399

D2

North Central

One Year to the Day

by Tammy Wallace

On a beautiful autumn day exactly one year from the date the bridge was closed for rehabilitation, the Missouri River Bridge at Miami opened to traffic.

the bridge, take photos and celebrate the day they could once again cross the river on the new structure. The nearby school even bussed in over 50 elementary students to experience the historic event.

Taking part in the ceremony were Senator Bill Stouffer, Representative Joe Aull, Naomi Boss representing Congressman Sam Graves and many others, who focused on thanking the small community of Miami and the surrounding area for their patience and tolerance during the bridge closure.

"I can't say enough to express my appreciation to local

citizens and to all citizens in north central Missouri for their patience during the closure," said District Engineer Dan Niec. "We realize this closure was an inconvenience, but the partial replacement was the most practical solution



Stretching high above the Missouri River, the concrete piers are the only elements remaining of the original 1939 structure.

Because the bridge is located in a sparsely populated area, the number of spectators who would come to the opening and ceremony was expected to be relatively small. However, nearly 200 citizens turned out to walk across



OCCI Inc. of Fulton preparing the piers for the new girders.



The Miami students pose in front of the group preparing for the ribbon cutting. The school superintendent, Lyle Best, participated as a guest speaker.



During the inaugural drive, an antique vehicle with the top down to enjoy the great view carried local citizens who were in attendance during the first bridge opening in 1939.

we had in order to keep the bridge in service for another 50 years."

The partial replacement solution for Miami was nearly identical to what was done on the Missouri River Bridge at Glasgow in a neighboring county just one year earlier. This cost saving innovation allowed the district to upgrade

both bridges within a two year period at just over \$14 million each.

During the closure the district kept everyone informed on the progress of the bridge construction with a live webcam, weekly newsletters and photos posted on the web site at www.modot.mo.gov/northcentral/miamibrIDGEproject.htm.

Missing Something?

On Sept. 22 after heavy rains and flooding district crews were preparing to remove drift and debris from



Before



After

a bridge pier on Route A in Grundy County. The crew realized the amount of debris gathering around the center

pier was not the typical situation. As one crew worker was filming the rapidly moving water and debris, the middle concrete bridge pier was suddenly washed away from the bridge leaving a good four foot sway in the middle of the deck. The bridge had to be closed to traffic.

After inspections and research of the 60 year old structure, it was determined the best solution was a complete replacement.

By Sept. 30 a consultant was selected for the design, and a schedule for letting and awarding the contract in place. A very aggressive schedule for the replacement was included in the contract, requiring the bridge to be reopened to traffic by March 31, 2011.

Partners for Improvements



A project to improve a 200-foot section of sidewalk in the downtown area of Bevier was recently completed. The improvement was funded through a \$15,000 infrastructure grant from Macon Economic Development Corporation; and a partnering agreement between the Corporation and MoDOT. MoDOT partnered with Macon Eco-

nomie Development to provide the design plan, labor and equipment for the sidewalk replacement and other improvements; while the monies from the grant purchased all of the materials.

It was a small project, but one that was very important to this community. Drainage issues and a rough sidewalk were concerns for businesses and their customers.

During the completion celebration District Engineer Dan Niec thanked MoDOT staff who had designed and built the project for a job well done. Those involved were: Earl Keune, Dale Niece, Mike Ewigman, Kent Bohon and many other maintenance and concrete crew employees.

for more info

Community Relations Manager
Phone
E-mail

Route 63
P.O. Box 8
Macon, MO 63552

Tammy Wallace
660.385.8209
Tammy.Wallace@modot.mo.gov

D3

Northeast

Interchange Design Will Make You Whirl

Residents of Troy are looking forward to going in circles. A uniquely designed interchange that includes three roundabouts was presented at a public hearing last month to more than 70 participants. “The comments we received were almost unanimously favorable,” said MoDOT Transportation Project Manager Rick Domzalski.

In addition to the traditional public hearing, Internet users had the opportunity to go online for the virtual meeting. They viewed displays and information and were able to submit a comment. During two days of the comment period, Domzalski was available for extended hours to allow for immediate interaction with those submitting online comments.

Also featured at the public meeting and published as a YouTube video was a visual simulation model showing how traffic will flow through the interchange.

“I think people were really impressed, because we were able to show them exactly how the interchange would work with three roundabouts,” Domzalski said.

There is currently only one roundabout in the Northeast District, so on the comment sheet, people were asked if they had ever driven through one. The majority responded “yes”, yet they were very interested in how three in one interchange could work.

MoDOT will begin construction on the interchange in 2012.



Erin Jones, traffic engineer (left) and Toshia Drebes, highway designer (right) show a hearing attendee the simulation of the proposed interchange in Troy.

Retiree Reaches 102

It’s hard to imagine being retired for 39 years, yet Art Carlson, who just celebrated his 102nd birthday, left the department in 1971. If you ever get the chance to visit with Carlson, whether it is at Martha’s Coffee shop in Shelbina where he’s a regular, or at a local sporting event, you’ll quickly notice he’s “sharp as a tack!”

Carlson shared several experiences from his time with the department in the mid 1900s. As a member of the survey party, special crew operator, and later maintenance supervisor in Shelbina, the consistent message from Carlson was to help people. From the time he and one of his coworkers helped honeymooners turn their Volkswagen back over after it had flipped in an ice storm (they were okay), to the time he had to throw his jackhammer down and run out of the way of a tractor trailer (the jackhammer became a

casualty), he said it was all thanks to the Lord. Carlson worked hard, but he and his wife, Vivian, now deceased, played hard, too. They were season ticket holders for Mizzou football for 45 years, and he only missed three games.

Originally from Monroe City, he was a member of the state record 1/2 mile boy’s relay team (the record still stands). He met his wife in Monroe City and they spent their first date dancing all night at the Sunrise Dance in Hannibal.

Carlson has a plethora of memories to share, and he enjoys company, so if you’re in Shelbina weekdays around 9:30 a.m., stop by the coffee shop and get to know him!



for more info

Community Relations Manager
Phone
E-mail

Route 61 South
P.O. Box 1067
Hannibal, MO 63401

Marisa Brown-Ellison
573.248.2502
marisa.ellison@modot.mo.gov

Around the District



About 70 employees participated in this year’s Snow Academy. “We couldn’t have asked for better weather,” said academy coordinator Jason Shafer. To no surprise, all participants passed with flying winter colors!



The Mobile Emergency Response Operations Center responded to a mock ice storm last month to test communications equipment. The event was coordinated with Central Office and covered by several local media. Pictured from back to front: Mike Laks, signal electrician, Rhonda Stevenson, risk management, Lynn Dietrich, of the Central Office instant response group, Mark Giessinger, maintenance and traffic, and April Fohey, risk management.



More than 200 kids took advantage of Big Truck Night in Hannibal. Matt Golian with Hannibal Maintenance is shown sharing information with kids and parents about safety.



Mike Foppe, assistant supervisor at the Troy maintenance facility, is pictured weighing a child during the free child safety seat car checks and installation event held in Hannibal. More than 30 parents, grandparents, and expectant parents attended, and 19 car seats were given away. The event was held during Child Passenger Safety Week and was sponsored by the NE Regional Blueprint Committee, Hannibal Public Schools, McDonald’s and the Hannibal Fire Department.

740 Years of Experience

With about 740 years of experience among them, employees who received the long-term service awards gathered for recognition last month.

Things have definitely changed over the 35 years that George Clark and Steve Spegal have worked for the department. For Spegal, probably the biggest impact has been the advent of computers. “In the ‘80s we had one computer in our office and there were only one or two people who knew how to use it,” he said. “We were afraid we would break it if we used it, so the DE had some games installed and “ordered” us to play games to learn how to use the computer,” he laughed as he told the story. “We knew nothing, so we had to learn to turn it on and use the

keyboard; there wasn’t a mouse, you just used buttons,” he added.



Don Hillis, systems management director, and Paula Gough, NE district engineer, presented the awards to long-term service award recipients. (Left) Hillis, George Clark, his son, George, and Gough; (right) Steve Spegal is pictured with Hillis and Gough.

D4

Kansas City Area

Two Feet, Two Wheels

All it Takes To Cross the Wide Missouri

by Steve Porter

Pedestrians and bicyclists in the Kansas City area now can cross the wide Missouri River, thanks to years of cooperation, collaboration and the timely arrival of funds through the American Recovery and Reinvestment Act.

The Heart of America Bridge, which connects Downtown Kansas City with North Kansas City via Route 9, is reconfigured to provide a 10-foot-wide, barrier-protected multi-use path for bicycles and pedestrians, including signage for bicyclists to share the



U.S. Congressman Emanuel Cleaver II spoke highly about the importance this enhancement is to the citizens of Kansas City.

road with motorized vehicles. Several hundred supporters gathered Oct. 1 to celebrate the completion with a ribbon-cutting ceremony at the north end of the bridge in North Kansas City.

MoDOT retrofit the 25-year-old bridge this summer after the \$2.88 million project was selected to receive federal stimulus funding. Consulting engineers Burns & McDonnell designed the project, and Comanche Construction Co. was the general contractor for the bike/ped project, in conjunction with already scheduled bridgework.



A groundbreaking ceremony in April kicked off this enhancement. Five short months later, the blue ribbon replaces orange cones allowing pedestrians and bicycles to cross the great Missouri River.

The Heart of America Bridge project isn't the only bike/ped retrofit in the works. Later this year, MoDOT will complete a similar project on the Chouteau Bridge several miles downriver. Together, the crossings remove what has been a major barrier to non-motorized traffic in the Kansas City area.

These projects came about through a team effort among members of the community. In 2006, MoDOT conducted a bicycle and pedestrian feasibility study as part of the Interstate 29/35 Environmental Impact Statement. The study team included representatives from Kansas City, North Kansas City, Kansas City Area Transportation Authority, Missouri Bicycle Federation, Bridging the Gap, Federal Highway Administration, Mid-America Regional Council and MoDOT.

The study team identified the Heart of America Bridge (Route 9) as the preferred river crossing and the Chouteau Bridge (Route 269) as a strong alternate for bicycles and pedestrians based on several factors including safety, lowest environmental impact, construction cost, maintenance, and best use of land. The final design considers the needs of pedestrians, casual riders,



Commissioner Miller, from the MHTC, speaks to a crowd of eager community members ready to use the new multi-use path on the Heart of America Bridge.

the advanced cyclist, and motorists.

In addition, the cities of Kansas City and North Kansas City worked with MoDOT to ensure the crossing meets community needs and connects with each city's bicycle routes and walkways.

Safety and connectivity are primary concerns when adding more vulnerable travelers to a transportation corridor. MoDOT understands the unique needs of each type of bridge user.

Pedestrians need protection from



vehicles that cross the bridge at high rates of speed. Casual cyclists are not always comfortable riding in motorist lanes that travel at a higher speed. Advanced cyclists will continue to ride in lanes following the rules of the road, but with greater exposure to traffic.



for more info

Community Relations Manager Kristy Hill
Phone 816.607.2153
E-mail kristy.hill@modot.mo.gov

600 NE Colbern Road
Lee's Summit, MO 64086

D5

Central

New Expressway Opens at Lake of the Ozarks

After years of discussion, planning, and hard work, a project to improve traffic flow at the Lake of the Ozarks is now open to motorists.

A five mile section of the new U.S. 54 Expressway in Miller and Camden Counties opened to traffic in early October after a ribbon-cutting ceremony held on Sept. 29, 2010.

The new expressway project included grading, drainage, bridges, paving and utility work between the Osage River in Miller County and the Grand Glaize Bridge in Camden County.

The \$48.7 million project serves a very busy tourist destination for people across the Midwest. Travel volumes on the existing Route 54 can range from 43,000 in off-peak times to over 50,000 during peak periods such as holidays or summer weekends.

With many access points and traffic signals along the existing route, the high volume of motorists often made it difficult for traffic to flow efficiently through the area. The new expressway will allow smooth, safe access to and through the Lake of the Ozarks region.



Children from the Osage Beach Elementary School Choir join state and local officials to cut the ribbon.

Almost 200 people turned out for the ribbon-cutting celebration, which took place on the new roadway at the Camden and Miller County line. Visitors then had the opportunity to be one of the first to drive on the expressway, traveling west along the new



Trent Brooks

Just west of Route 42, the existing roadway is now called Osage Beach Parkway. It splits into separated east and westbound lanes and the new expressway passes under it.

route and exiting at the new Passover Road interchange.

The transition of traffic from the old highway to the new was completed in stages, so construction crews could build all the necessary tie-in connector roads from the old to the new. Motorists on the east side of the Grand Glaize Bridge can still access their lake area

destinations by using three brand new interchanges to exit the expressway.

Another four miles of new expressway is currently under construction, from the Grand Glaize Bridge to just west of Route KK in Camden County. It is scheduled for completion in late 2011.

U.S. 65 Widened Through Lincoln in Benton County

State and local officials gathered on Sept. 28 to celebrate the completion of a \$3.8 million project to widen nearly two miles of U.S. Route 65 through Lincoln in Benton County.



Cathy Morrison

The widened highway extends from 1.75 miles south of Route HH to north of

The work is part of a larger construction project to improve Route 65 through Benton County, from just south of Route 52 to just north of the Osage River in Warsaw.

A \$19.3 million project to widen 13 miles of Route 65 to four lanes began in July 2010. Once that project is complete in 2012, U.S. 65 will consist of four lanes from Interstate 70 in Saline County to Warsaw. It will be the only four-lane highway in Benton County.



Cathy Morrison

Approximately 75 people attended the ribbon cutting for U.S. 65 in Lincoln.

Route H and includes two southbound and two northbound lanes, along with a center turn lane. Construction began in October 2009.

The widened highway will increase capacity and improve safety for motorists traveling through the area.

New Interchange Improves Traffic Flow in Jefferson City

In March, construction began at the U.S. 50, Route 179, and Missouri Boulevard interchange in Jefferson City to reduce traffic congestion and improve safety through the area.

On Oct. 14, officials gathered at the interchange to celebrate its completion.

Before construction started, about 51,000 vehicles were using the existing Route 179 and Missouri Blvd. intersection each day, and congestion during rush hour periods was not uncommon.

Now the trip through the interchange is smoother and safer. One of the big-



Cathy Morrison

About 70 people attended the ribbon-cutting ceremony.

gest changes for motorists is a new bridge that takes Missouri Blvd. motorists over Route 179. To access Route 179 or U.S. 50, motorists now exit the bridge on connector roads.

Additional sections of the interchange area have been widened to add turn lanes, and additional lanes were added to Missouri Blvd. west of the interchange to accommodate more traffic.

The project award amount was \$6.8 million and was funded through the American Recovery and Reinvestment

Act of 2009. It was completed a month ahead of schedule.



Trent Brooks

The new Missouri Blvd. bridge runs parallel to the overpasses for U.S. 50. The curved connector roads allow motorists to move between Missouri Blvd. and Route 179.

for more info

Community Relations Manager Kristin Gerber
Phone 573.522.3375
E-mail kristin.gerber@modot.mo.gov

1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102

D6

St. Louis Area

St. Louis Students Get Hands-On Experience with Construction Careers

by Shirlyn Myles

In early October, approximately 500 eighth graders from 22 different St. Louis city and county public schools had the opportunity to have hands-on access to materials and machinery in the construction industry during Construction Career Day in the St. Louis region.

school students to consider the construction option.

Students assisted in building a miniature house at Ranken Technical School's booth, spread cement mixture at the St. Louis Carpenters' booth, sat inside vehicles such as a MoDOT loader and boom truck and learned about



Construction Career Day was kicked off by partners and participants at a ribbon-cutting ceremony that morning.

Construction Career Day exposes students to careers in construction. In prior years, the industry has offered this program to area high school students to consider construction careers by exposing them to hands-on activity with construction tools and equipment.

how they operate, and more. The day was filled with valuable information on career choices ranging from attending Construction Career Center Charter high school, to working at MoDOT in highway maintenance. Missouri Women In Trades were at the Career Day

and they talked with the young women about a career in the construction industry.

This is the seventh year that St. Louis Council of Construction Consumers held Construction Career Day, a program originally proposed by MoDOT. As in prior years, the event was held once again on the Washington University north campus grounds. The primary sponsors

were MoDOT and Federal Highway Administration, along with other sponsors including Washington University, McCarthy, and Clayco Construction Company.



Mike Day, motorist assistance operator, demonstrates to students the tools and skills necessary to work in his role at MoDOT.

However, with the current downturn in the economy and unemployment levels in construction, those opportunities are not available in the near term. Thus, the construction industry re-focused the program this year to encourage middle

for more info

Community Relations Manager Marie Elliott
Phone 314.453.1807
Email Marie.Elliott@modot.mo.gov

1590 Woodlake Drive
Chesterfield, MO 63017

MoDOT/St. Louis Cardinals Help Raise Money for Fallen Workers' Memorial

For the second year, the St. Louis Cardinals organization supported MoDOT's Fallen Workers' Memorial to honor the lives of MoDOT employees killed in the line of duty. For those employees (statewide) who went to any of the ballgames during the 2010 season (April, May, June and September), the

St. Louis Cardinals donated a portion of the proceeds from these games (\$10 each ticket) to MoDOT's Fallen Workers' Memorial. The grand total raised is \$1,880 for the Fallen Workers' Memorial! Thank you MoDOT for all your support!

MoDOT and City of Washington Partner on Missouri River Voyage

In early October, the City of Washington invited a group of state officials to join them on a trip from Washington to Herman on the Coast Guard ship called

“With the City interested in locating a port, this was a great opportunity to see the sites from the river. We left the Washington riverfront around 6:50



Representatives from MoDOT and the City of Washington on the Cheyenne, a Coast Guard ship, preparing to locate a port on the Missouri River.

the Cheyenne. The purpose of this trip was for the City of Washington to locate a port on the Missouri River.

The Cheyenne is an active Coast Guard ship that is responsible for maintaining all navigational features on this segment of river. The navigational markings help freight and boats make it safely to their destination. The crew tries to mark a 300 feet wide by 10 feet deep channel.

a.m., and reached Herman around 3:30 p.m.,” said Judy Wagner, MoDOT Area Engineer for Franklin County.

She added, “We are honored to have the opportunity to participate in this voyage. It allowed MoDOT and City of Washington's staff to experience Missouri river operations first hand and will provide great value to future discussions of advancing river utilization.”



A view of the Route 47 Missouri River Bridge from the ship.

D7

Southwest

Ribbon Cuttings Officially Open Interchanges

by Lori Marble



Robert Hagedorn, chief of staff, Rep. Ike Skelton's office; MHTC Commissioner Rudy Farber; Rep. Barney Fisher; Sen. David Pearce; Rep. Ed Emery and District Engineer Becky Baltz in Bates County.

Two celebrations marked the completion of four new interchanges this summer: one at Bates County U.S. 71/Route 52 East and one at Barton County Routes DD/EE.

The Route 71 projects are considered a milestone in bringing the conversion to I-49 closer to a reality.

The four interchanges include Barton County Routes 126, DD/EE and V/C, and Bates County Route 52 East.

"All four of these interchanges were completed as part of the American Recovery and Reinvestment Act legislation," said Southwest District Engineer Becky Baltz. "Being located on an

interstate is a top consideration for new businesses."

The upgraded interchanges eliminated at-grade crossings by adding overpasses, ramps and outer roads. In order to upgrade Route 71 to interstate standards, improvements slated are:

- Cass County -- Two overpasses and one interchange
- Bates County -- One interchange and one set of outer roads
- Vernon County -- Five interchanges and one overpass
- Barton County -- One overpass

Plans are to have the upgrades finished and the I-49 designation complete by the end of 2012.

Working Around the District



Crews with Concrete South spent time in Jasper County replacing concrete on Route 71 near Carthage.

for more info

Community Relations Manager	Lori Marble
Phone	417.621.6504
E-mail	lori.marble@modot.mo.gov
3901 E. 32nd Street	
Joplin, MO 64804	

Proof Guard Cables Save Lives

by Wendy Brunner-Lewis

Allen Fields, a traveler from Minnesota, recently shared with Customer Service his experience with the guard cable along I-44, and how he used to doubt their effectiveness. He's not a doubter any longer. Below is his email:

Back on April 2 of this year my wife, son and I were involved in an accident on the portion of Route 71 that is common with Interstate 44. We were on the opposite side of the freeway from where the accident began and where most of the action occurred, and during the accident the guard cable truly saved our lives. I am convinced of that.

That is why I am writing today. I want to thank everyone involved at MoDOT; from the engineers to the commissioners to the professionals who install and maintain the guard cables. Please know that your efforts certainly saved our lives.

I know there is a lot of feedback about the guard cables as being ugly, or 'taking the cheap way out' or such. And I can say that I was in that camp to some extent prior to our experience. But now I am a firm believer in this simple but effective technology. And I believe that

starting moments of a roll. The van struck the guard cable and uprooted one of the anchor posts. The cables flexed and gathered the van up, forcing it back onto all four wheels, and then sent it back up the median slope and onto the eastbound lanes of I-44, where it stopped.

To us, the event was much shorter. What we saw was a van leaving the highway on the other side and beginning to roll as it was sliding toward our side. It hit the guard cables, which caught it. Then we were pelted with an onslaught of huge chunks of rock and concrete and lots of mud and grass and such when the van hit the anchor post. It was a huge sound!

I turned and saw the white van spin back up the slope onto the highway and then spin halfway around and come to a stop. It was an amazingly non-eventful ending to what was a very scary and violent event. I'm sure the van's occupants would have been seriously injured had the guard cables not been there.

We drove to the Route 71 south exit knowing the car was damaged and



knowing there was a truck stop where we could safely inspect my wife's company car. Oh, what a mess. Although it remained fully functional, it was really beat up. There were two impact cracks in the windshield, and the hood had a hole in it along with numerous dents. There were two holes in the

any detractors should know what real-world benefit this technology provides.

Here are the details of our experience: That day was rainy...very rainy. My wife was driving me and our 14-year-old son to Arkansas in her company car, a Toyota Prius. Just after leaving Route 71 and entering I-44 we found ourselves behind a couple of 18-wheelers slowly accelerating to highway speed. Knowing there were several miles to the junction where 71 leaves 44 and heads south, I suggested she pass the trucks, which she began to do.

After overtaking one truck and while abreast of the second truck we became part of an accident developing on the eastbound side of I-44. From what we learned and ascertained later, a white van slowed for traffic that was moving slowly due to the heavy rain. That van was struck from behind by a car. The van began to spin and slid across the fast lane and shoulder, then into the median with its back end trying to rotate ahead of the front.

As the van slid into the median it began to rise up on the passenger side in the

bumper cover. One of the fog lights was knocked out and the grille was in pieces. (Later we found large rocks and gravel in the grille opening.) The Toyota emblem from the front of the hood was just plain gone.

That's when we began to recognize how serious this accident could have been. As we drove back to the accident scene to give our report to the Highway Patrol, we pieced together what would have happened if the guard cables had not been there. Just as the mud and debris pelted the car, the van would have reached us. As fast as it happened, and with two vehicles coming together from different directions, I am pretty sure the impact would have killed my wife, my son and myself.

So thank you. Thanks to everyone who was involved in having guard cables on that stretch of I-44. My family and I are alive and unhurt because of your efforts.

Sincerely,
Allen, Gail and Ryan Fields
Crystal, Minn.

D8

Springfield Area

Snow Removal Savings Go to Road Surface Work

by Bob Edwards

Under the new statewide Practical Operations umbrella, District 8's snow removal plan this winter will involve the typical beginning-of-storm mobilization to plow and treat where necessary but with less time and material expended on the back end of each storm.

"We need to start operating more efficiently," District Maintenance Engineer Dave O'Connor said.

For Priority One roads

(more than 2,500 cars a day and/or roads of regional significance), the plan includes continuous operation during the storm but suspending operations when conditions are considered "mostly clear." That would allow for leaving slivers of snow along centerlines and edgelines.

For Priority Two roads (under 2,500 cars a day and not regionally significant), it means fewer passes with a plow and treating mainly hills, curves and intersections as needed. The goal is to keep those roads "safe and passable."

"We're not going to treat and treat and treat," District Engineer Kirk Juranas said. "We're going to use our knowledge of snow removal so we don't over-treat and we have a road that's pure white when the water is evaporated."

Practical Operations is one of MoDOT's new approaches to stretch the budget. The idea is to provide essential services in the face of declining revenues during the nation's economic recession.

MoDOT has spent an average of \$41 million a year on snow removal statewide in recent years, with \$53 million spent in 2009-2010. MoDOT management has said that money NOT spent on salt, fuel use and worker hours for snow removal will be put toward improving more miles of minor road surfaces.

District 8 in 2009-2010 spent about \$3.8 million for snow removal. If, for example, the district could reduce that amount by 10 percent this coming winter, O'Connor said, nearly \$400,000 could go toward improving lower-volume roads. It would add 20 miles of

chip-seal or 8 miles of hot-mix asphalt.

The basics of Winter Operations under Practical Operations can be found on MoDOT's intranet site under the Maintenance Division.

MoDOT's Winter Operations plan is being communicated to police and other emergency responders in the area.

O'Connor also said:

- MoDOT will continue to work with police, fire and ambulance agencies during snowstorms and will respond to calls for roadway emergencies in locations where problems are occurring.
- Most trucks will be assigned Priority One and Priority Two routes so that they are in a position to run Priority Two roads when time allows.
- Skeleton crews will be kept on duty overnight to scout and treat trouble spots, but fewer workers will make up those crews.
- Roads will receive less treatment in extreme cold – 10 degrees or lower.

Every effort will be made to use no more salt and other chemicals than the amounts on hand at the start of winter, O'Connor said.

All trucks used to plow and treat roads again are having their spreaders calibrated. In addition, Equipment Technician Supervisor Gary Shisler said the spreader control system on each truck is being run in a special two-minute test. The goal is to make sure the amount of salt coming out of the spreader chute onto the roadway coincides with the rate dialed in by the driver in the cab.



Working at the Mountain Grove shop, Equipment Technician Supervisor Gary Shisler tests a salt spreader.

Bob Edwards



D8 at Work

1. Branson Senior Construction Inspector Brian Todd checks the elevation for a footing for a new bridge on the Route 65 six-laning project in Springfield.

2. Completion of three projects to four-lane Route 65 between Springfield and Buffalo is celebrated with a ribbon-cutting at the Greene-Dallas county line near Fair Grove. Participants include former highway commissioner Jim Anderson, right, president of the Springfield Area Chamber of Commerce, and nearby resident Jo Cannefax, second from right, as well as legislators and local elected officials.

3. Regional Counsel Terri Parker, right, visits with Mark and Brenda Perry at a news conference put on by the Missouri Coalition for Roadway Safety at Nixa High School where their wrecked vehicles, donated to the safety coalition, were used to illustrate the importance of seatbelt use. Parker's daughter, Katie, was buckled up and survived a serious crash early in 2010. The Perrys' daughter, a Nixa teacher, was unbuckled and did not survive a crash in late 2009. The trailer-mounted vehicles with a "buckle up" message are available for display at community and school events.

4. Running the loader course during annual snow training is Regional Bridge Crew Maintenance Worker Travis Pierce. The training, at the District Office complex, also included a snowplow obstacle course, a refresher session on equipment safety inspections and GL400/ACS operations.



Bob Edwards

for more info

Community Relations Manager
Phone
E-mail

3025 E. Kearney
P.O. Box 868
Springfield, MO 65801

Bob Edwards
417.895.7713
robert.edwards@modot.mo.gov

Diverging Diamond Wins Awards

by Angela Eden

District 8 has been fortunate in recent months to have received statewide and national recognition for the first-in-the-USA Diverging Diamond Interchange project in Springfield:

- Employees involved in the design, construction and safe opening of the diverging diamond interchange at I-44 and Kansas Expressway won the 2010 Governor's Pinnacle Award for Quality and Productivity. The group was recognized for using an innovative design to improve traffic flow and safety while reducing construction time and saving tax dollars. Gov. Nixon made the presentation in the Capitol on Oct. 20.

- MoDOT and District 8 received the 2010 Francis B. Francois Award for innovation from the American Association of State Highway and Transportation Officials for the diverging diamond interchange at I-44 and Kansas Expressway.

"Talkin' Transportation"
Call-In Radio Show

KWTO 560 AM, Springfield

10-10:50 a.m. Wednesdays

radiospringfield.com

D9

South Central

D9 Helps Create a Habitat Where Hellbenders Can Feel at Home

A group of Hellbenders set to be released this spring will come home to a new habitat thanks to a cooperative effort between MoDOT's Environmental Section, the Missouri Department of Conservation and District 9 Design, Construction, and Maintenance teams.

Hellbenders are among the largest salamanders in the world and can grow to over 2 feet long. They are only found in the eastern United States and are considered endangered under Missouri law. The Missouri Wildlife Code strictly forbids one from gigging, possessing or disturbing a Hellbender. Although the Hellbender has not yet been given federal protection, it was designated as a candidate for listing under the Endangered Species Act in 2001.

The presence of these protected animals was discovered during an environmental review that took place during the planning and design phase of a

bridge replacement project in Pulaski County in 2008. According to MoDOT Senior Biological Specialist Alan Leary, the relocation of the Hellbenders was necessary and more challenging than most. "MoDOT has relocated a variety of other species of plants and animals on other projects across the state, but this species and this project are unique. What we are trying here, with the removal and holding of the animals, habitat enhancement, and then returning the animals after project completion, has never been done with this species anywhere in the country. Fortunately, we already knew that the species could be held in captivity because MDC, the St. Louis Zoo, and others have lots of experience with that."

The salamanders could not remain in the stream during construction, as they require a cool, clear stream or river with many large rocks to thrive. The clarity of the water is critical because the Hellbender breathes through its skin. It uses capillaries found in the folds of skin along its body and legs to extract oxygen from the water.

The very presence of Hellbenders in a stream is an indication that the water quality is good. A key factor in the de-

ments recently helped employees from MDC and MoDOT's Environmental Section to place approximately 240



St. Robert Regional Maintenance Supervisor Brian McMillian and Senior Maintenance Worker Don Boulware help unload rocks.

cline of the Hellbender population has been the runoff of soil and sediment into streams due to poor agricultural and development practices.

To ensure the protection of these animals during construction, staff removed as many hellbenders as they could capture and relocated them to a hatchery in Branson. Now that construction in the area has been completed, MoDOT staff have been working with MDC and the U.S. Fish and Wildlife Service to enhance the habitat for the Hellbenders upon their upcoming release this spring.

To accomplish this, crews from the South Central District Design, Construction and Maintenance Depart-

large, flat, rocks in the river. These rocks will create an improved habitat for the Hellbenders, as well as other aquatic species in the area. "I think the day was a big success, we got a lot done and it turned out just like we hoped it would. We could see fish using the rocks within an hour of getting them in the water," said Leary.

As this is the first time this procedure has been attempted, the returned animals will be closely monitored upon their release. District 9 is happy to help with the protection of these salamanders, which are a vital part of the overall ecosystem and are important for keeping the stream's food chain balanced.



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One-Day Team Spirit Youth Leadership Workshop Offered in D9

Twelve schools from the South Central district attended a one-day Team Spirit Youth Leadership Workshop on Oct. 12 in Salem, Mo. This workshop was a condensed version of the three-day Team Spirit Youth Leadership Conferences held in July each year in Cape Girardeau, Columbia and Kansas City.

Team Spirit is designed to empower our youth and encourage them to take an active role in promoting safe driving habits in their school and community.

Penny Lorenz and Chad Burton from ThinkFirst Missouri spoke to the students about "Using Your Mind to Protect Your Body."

After completing team building exercises facilitated by the Missouri National Guard the students listened to first hand experiences from St. John's Trauma Services Registered Nurse Pam Holt. Holt talked about traffic accidents and injuries. "We can fix your face, but we can't fix your brain, nerves, or your

spinal cord," stated Holt as she spoke about teen tragedies.

At the end of the workshop students from Alton, Crocker, Naylor, Newburg, Richland, Salem, Southern Reynolds County (Ellington), Steelville, Sullivan, Waynesville, West Plains and

Willow Springs developed their own action plan to address traffic safety in their community. As an added incentive, each school will be given a \$200 grant from the South Central Regional Coalition to help implement their action plans.



Students from Southern Reynolds County discuss traffic safety issues in their community with their sponsor before they develop their action plan.

for more info

Community Relations Manager
Phone
E-mail
910 Old Springfield Road
P.O. Box 220
Willow Springs, MO 65793

Christi Turkleson
417.469.6203
christina.turkleson@modot.mo.gov

D10

Southeast

Memorial Highway Honors Gene Curtis

A memorial highway dedication ceremony was held this fall to celebrate the naming of the Gene Curtis Memorial Highway on Route 80 in New Madrid County.

Speakers included:

- Missouri Sen. Rob Mayer, 25th District
- Missouri Rep. Steve Hodges, District 161
- Missouri Rep. Terry Swinger, District 162
- Mayor Jim Burch, City of Matthews
- MoDOT Southeast District Engineer Mark Shelton

Sen. Rob Mayer and Rep. Steve Hodges sponsored the legislation, naming the portion of Highway 80 in New Ma-

drid County from the intersection of Highway 61/80/E east to Interstate 55 the Gene Curtis Memorial Highway.

Curtis served as the mayor of Matthews from 1999 until his death in July 2007. He served in the U.S. Army at the end of the Korean War and was president and operator of a poultry



The Curtis family joined by Mayor Jim Burch, Rep. Terry Swinger, Rep. Steve Hodges and Sen. Rob Mayer unveil the Gene Curtis Memorial Highway sign to be placed on Route 80 in New Madrid County.



(above) Rep. Terry Swinger and Sen. Rob Mayer speak with the Curtis family after the memorial highway sign unveiling.

and a member of Sikeston Eagles Club Aerie No. 3319 and Sikeston Masonic Lodge No. 310.

To view videos and photos of the dedication ceremony, please visit www.modot.org/southeast/news_and_information/special_events and click on the Gene Curtis Memorial Highway link listed under recent events.

Federal Funds to Local Agencies

Fall is a busy time for the Southeast District's planning department as they work to distribute Transportation Enhancement funds.

Transportation Enhancement funds are federal funds available to local agencies for projects to construct sidewalks, trails and bike lanes, and to make ADA improvements to existing sidewalks.

Local public agencies are reimbursed for eligible project costs at a rate of 80 percent with the local agency providing a 20 percent match. Eligible projects must be able to begin construction on or before May 2012.

To kick off the available funding, local communities were invited to the Southeast District office to attend a workshop to discuss the funds and application process.

"Almost 50 people participated in the workshop," said District Liaison Engi-



District Liaison Engineer Jay Lancaster discusses project requirements and the application process with local communities interested in Transportation Enhancement funds.

neer Jay Lancaster. "We have received a great response from the local communities, and we look forward to distributing the funds to improve Southeast Missouri."

This month, the local district selection committee will evaluate the projects submitted and notify sponsors of the selected projects.

For more information, please visit: www.modot.org/southeast/TransportationEnhancementFunds.htm.

Killian Takes Second in Table Topics Contest

Senior Planning Technician Joe Killian joined Toastmasters in November 2007 without professional speaking experience. Joe worked with Toastmasters to fine tune his communication skills and recently received his competent communicator award.

This year, Joe challenged himself and entered the Area Five Toastmasters' Speech Contest. He competed in the table topics category.

During table topics, competitors are asked to give an impromptu speech without exceeding their two minute time limit.

Joe was the first competitor to take the floor. The prompter said, "In the 1930's it was proposed to do away with the U.S. Patent Office because it was believed that there were no more major inventions."

Joe recalls immediately racking his brain.

"Usually Toastmasters has more contemporary topics," he explained.

Luckily the prompter added, "What major inventions do you think we will see in the next 50 years?"

Joe quickly gathered his thoughts and began to focus on entertainment, health, and of course, transportation.

As far as entertainment, he explained television sets will be obsolete because people will be able to view holographic images. Secondly, people will be able to walk into a hospital to be simultaneously diagnosed and healed. Joe added that in the transportation world, traditional roadway travel will become a thing of the past and travel devices will be worn.

For his impromptu account of life in 50 years, Joe received second place.

"I was honored to place," he said. "The competition was very steep with two distinguished toastmasters competing."

For more information about Toastmasters, please contact Senior Human Resources Specialist Lisa Kenley at (573) 472-5363 or District Liaison Engineer Jay Lancaster at (573) 472-5264.



Senior Planning Technician Joe Killian receives his award for taking second place in the table topics category at the Area Five Toastmasters' Speech Contest.

for more info

Community Relations Manager Nicole Thieret
Phone 573.472.6632
E-mail nicole.thieret@modot.mo.gov
2675 N. Main Street
P.O. Box 160
Sikeston, MO 63801

Connections

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Community Relations
Missouri Department of Transportation
P. O. Box 270
Jefferson City, MO 65102
573.751.2840
www.modot.org
1-888 ASK MODOT

Editor
Laura Holloway

Design Coordinator
Dennis Forbis

Comments & Suggestions

We would like to hear from you. Send comments and suggestions to Laura Holloway, editor
573.751.5985
Laura.Holloway@modot.mo.gov

Additional copies are available upon request. Suggestions, questions and comments are always welcome.



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MoDOT Employee and Wife Walk the Extra Mile for Fallen Workers' Memorial

by Matt Hiebert

Ninety-one miles. That's the distance Jim and Theo Feeney walked to raise funds for MoDOT's Fallen Workers Memorial. The couple hiked nine hours a day for four days. At night, various friends put them up along the way. It's the second year the Feeneys have made the journey.

Jim Feeney is a maintenance crew leader in MoDOT's St. Louis district. He came up with the idea for the fund-raising effort two years ago.

"I told my wife I wanted to walk to Jefferson City to raise awareness of the memorial," Feeney said. "She said 'Can I go?'"



Shaun Schmitz

This year, the Feeneys started their trek on the Katy Trail in Weldon Spring on Oct. 2 and finished in Jefferson City on Oct. 5.

"Aside from my wife almost stepping on a couple of snakes, the most interesting part of the walk was the people," Jim said. "It's humbling to find out how many good people are out there."

Since 1932, 130 MoDOT employees have been killed in the line of duty. Plans are under way to create a state-wide memorial honoring these fallen men and women. The memorial will be funded by private donations. Feeney has personally raised more than \$3,000 toward the cause.

Right now, the collected funds for the memorial total more than \$50,000, all of which came from donations and fund raising events. The cost of the memorial is estimated to be between \$70,000 - \$80,000.

"We're getting very close!" said David Taylor, southeast district traffic operations engineer and funds coordinator.

Anyone wishing to make a contribution to the memorial fund can make a check payable to State Highway & Transportation Employees Association of Missouri and mail it to: District 7 Highway Credit Union, Attn: Dave B. Taylor, 3901 East 32nd St., Suite A, Joplin, Mo., 64804.

Missouri State Employee of the Month

Congratulations to District 8 Maintenance Crew Leader Kris Sandgren on being named Missouri's State Employee of the Month for September! Sandgren was honored for his extensive effort to raise money for the Fallen Workers' Memorial and bring tribute

to employees who have been killed in a work zone, completing a 2,600-mile bicycle ride from Anacortes, Wa., to Jefferson City, Mo. Sandgren raised nearly \$5,000 for the memorial and was honored by Gov. Jay Nixon at a ceremony on Sept. 29. Congratulations Kris!



Kris Sandgren was honored by Gov. Jay Nixon as Missouri State Employee of the Month for September.

Engineering Policy Guide Video

The Engineering Policy Guide is a large document since it is the single reference for all MoDOT engineering and engineering-related guidance. Due to its size, finding what you want may be a challenge. Now, a two-minute video to help you locate EPG information

is available near the top of the EPG's main page, with more videos expected in the future. Click the Engineering Policy Guide button on www.modot.org to view the video.

